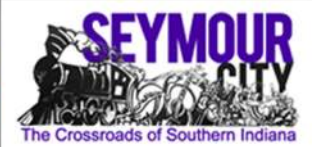




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Burkart Boulevard Bypass Project

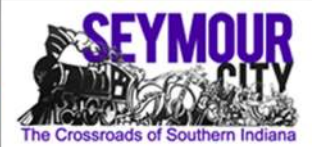
Wednesday, September 20, 2017

5:00 p.m.

Seymour City Hall



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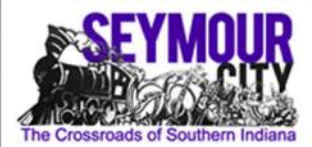


Welcome

- Introductions
- Project Stakeholders
- Purpose of Meeting
- Informal question and answer session in display area with project engineers and officials



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Introductions

- City of Seymour project officials
- Design team

Project Stakeholders

- City of Seymour
- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Elected Public Officials
- Community
- Schools
- Commuters

Purpose of Meeting

- Discuss the Purpose and Need for the project
- Present the Alternative Analysis and the Preferred Alternate
- Present the conceptual design
- Discuss the project schedule
- Discuss the Environmental Process
- Discuss the public involvement for the project
- Address questions and concerns

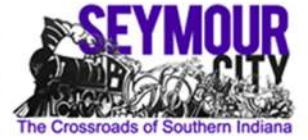


Purpose and Need

- The need for the project is due to the heavy congestion, long delays, and slow emergency response times through downtown Seymour.
- The purpose of this project is to create a bypass connecting the industrial park on the east side of Seymour to the industrial park on the west side of Seymour near Freeman Field.



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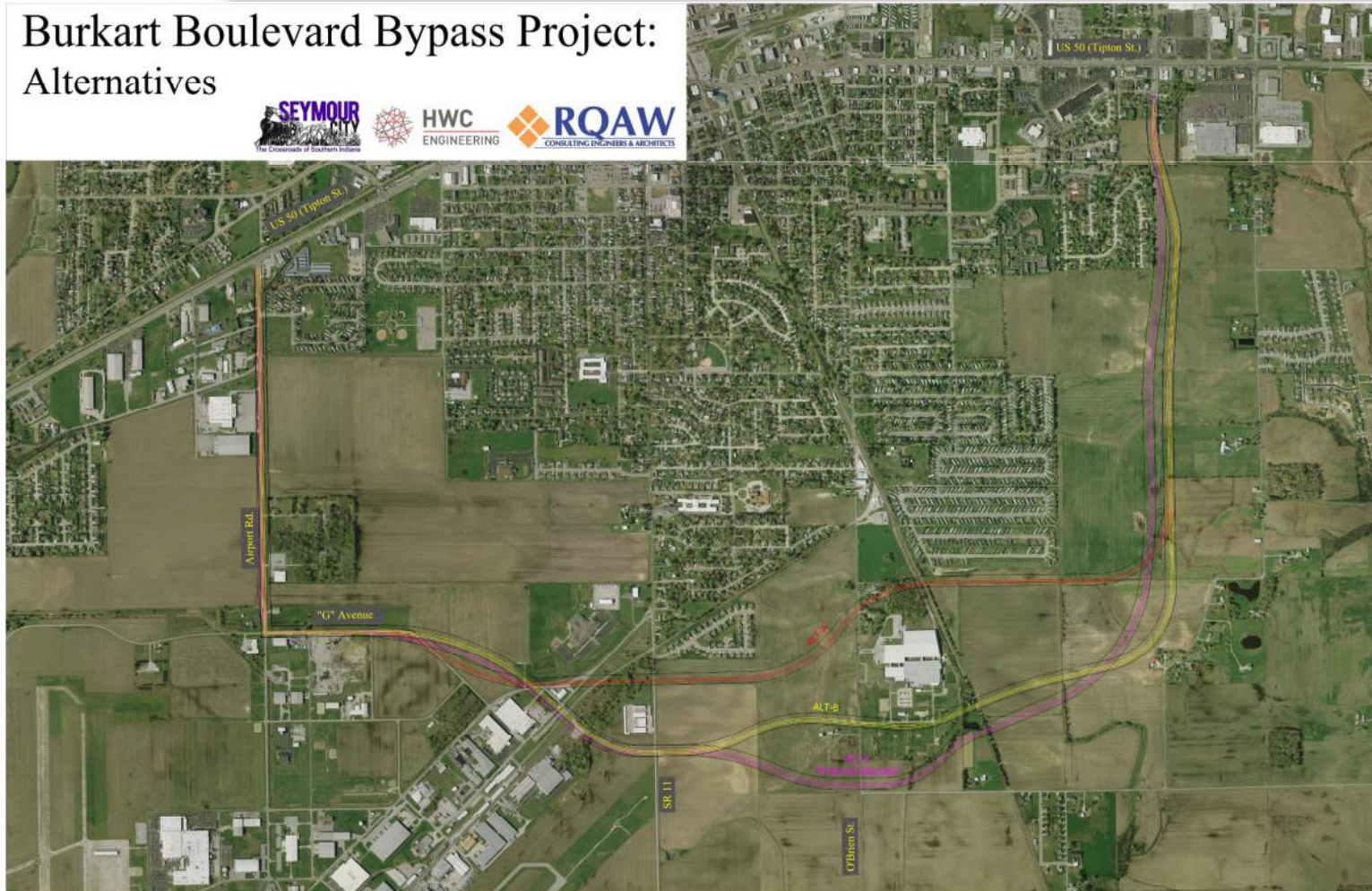
Burkart Boulevard Bypass Project: Alternatives



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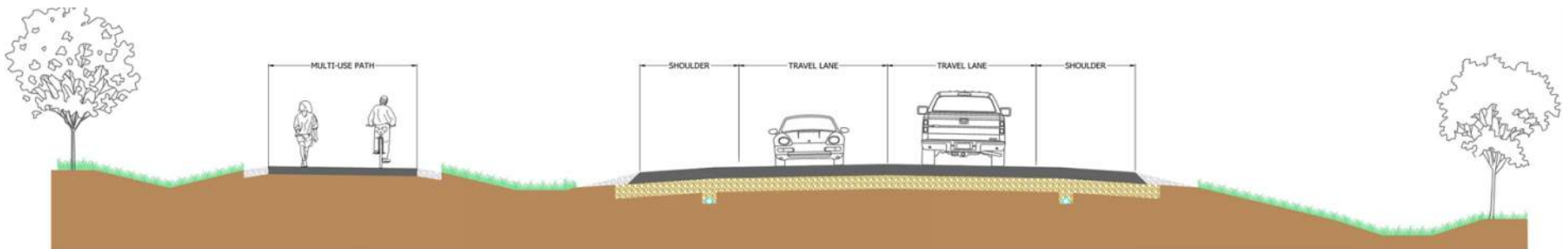
RQAW
CONSULTING ENGINEERS & ARCHITECTS





Conceptual Design of Preferred Alternative

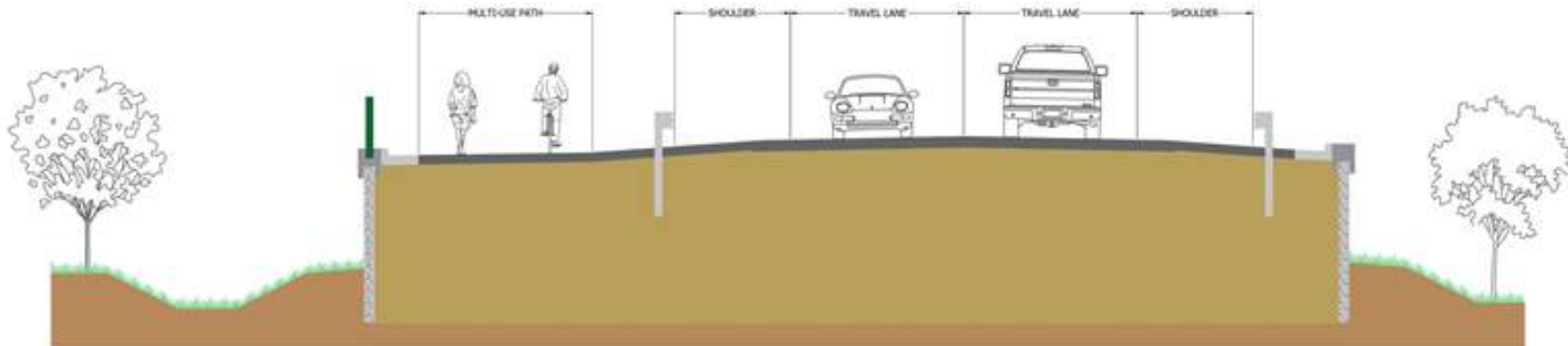
- Posted Speed Limit will be 45 mph
- Roadway will include 2-12 ft travel lanes and 2-8 ft paved shoulders
- A 12 ft paved multi-use path is proposed adjacent to the roadway.





Conceptual Design of Preferred Alternative

- The roadway crossing over the Louisville and Indiana Railroad will include a single span bridge structure.
- To minimize the project footprint on the approaches to the bridge over the railroad, retaining walls are proposed.



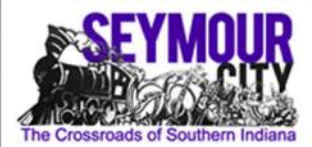


Conceptual Design of Preferred Alternative

- At grade intersections are proposed to include single lane roundabouts.
- The roundabouts are designed to accommodate semi-truck traffic and farming equipment.
- There are currently three locations identified along the corridor where roundabouts are proposed.
- These locations include:



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Conceptual Design of Preferred Alternative

- Proposed Burkart Boulevard and Airport Road Roundabout





Conceptual Design of Preferred Alternative

- Proposed Burkart Boulevard and SR 11 Roundabout





Conceptual Design of Preferred Alternative

- Proposed Burkart Boulevard and Obrien Street Roundabout



Project Schedule

- Public Hearing - December 2017
- Final Environmental Document approval - March 2018
- Begin Right-of-Way process - April 2018
- Letting – July 2021
- Begin Construction – September 2021



Environmental Document

- **Environmental Document is being completed as a requirement to the National Environmental Policy Act (NEPA)**
- **Level 4 Categorical Exclusion (CE) under development**
 - Classification means the actions do not have a significant effect on the environment
 - NEPA requires evaluation of potential impacts to surrounding natural, cultural and social environments
 - Impacts are described in the environmental document
 - Requires opportunity for public involvement and comment in the decision-making process of said impacts



Elements of Environmental Documentation

- **Public involvement**
- **Right-of-way**
- **Streams & wetlands**
- Karst
- Threatened & endangered species
- Floodplains
- **Farmland**
- Historic & archaeological
- Section 4(f) & 6(f)
- Air quality
- Noise
- Community impacts
- **Environmental Justice**
- Relocations
- Hazardous materials



Environmental Studies

- Section 106—procedural law that requires federal agencies to consider the effects of projects they carry out, approve or fund have on historic properties
- Anticipating a *No Adverse Effect* Section 106 finding
 - Freeman Field recommended eligible for the National Register of Historic Places
 - INDOT and SHPO concurred



Alternatives Analysis

- **Alternative A (Eliminated)**
 - 4.33 miles
 - Potential environmental impacts associated with Alternative A include:
 - Approximately 1,015 feet of stream impacts
 - **Approximately 4.54 acres of wetland impacts**
 - **Removing access to the elementary school parking lot**
 - **Relocating tall transmission electrical poles**
 - **Close proximity to Environmental Justice (EJ) community (mobile home park)**
 - **Three relocations of residences**
 - Crossing a trail (Section 4(f) resource) on SR 11 (Walnut St.)



Alternatives Analysis

- **Alternative B**
 - 4.56 miles
 - Potential environmental impacts associated with Alternative B include:
 - Approximately 1,050 feet of stream impacts
 - Approximately 1.19 acres of wetland impacts
 - Crossing a trail (Section 4(f) resource) on SR 11 (Walnut St.)
- **Eliminated**
 - Significant industrial business impacts
 - Significant R/W cost



Alternatives Analysis

- **Alternative C**
 - 4.63 miles
 - Potential environmental impacts associated with Alternative C include:
 - Approximately 1,267 feet of stream impacts
 - Approximately 1.22 acres of wetland impacts
 - Crossing a trail (Section 4(f) resource) on SR 11 (Walnut St.)
- **Preferred Alternative**
 - Similar ecological impacts as Alternative B
 - Less R/W cost and industrial business impacts
 - No EJ impacts

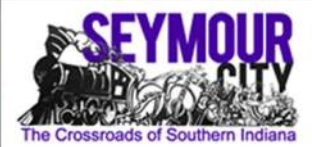


Next steps

- **Draft CE-4 to INDOT for review and approval**
- **Public Hearing anticipated in December 2017**
 - Public statements recorded at the public hearing



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Thank you for attending.

Informal question and answer session will continue in project display area.